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SHALL WE MAKE THE PARTIES TO FIT CANDIDATES?

Perhaps this paper is old-fashioned in its ideas concerning party politics and the allegiance a candidate owes to the party that nominates him for office, but we have an ingrained conviction that the candidate nominated to high office by one of the great political parties should feel that he has been honored, instead of feeling that he has bestowed an undeserved honor upon the party by accepting the nomination, and placed the party under everlasting obligations to him for the sacrifice.

The idea is of recent origin, though it seems to have grown amazingly, that the party must be made to fit the candidate, instead of following the traditional policy of selecting the candidate who best represents the ideals of the party, and is best prepared to defend its principles.

We are led to record these observations because of the resentment party men who have been lifelong Democrats and Republicans from conviction-men who have been identified with one party or the other in the belief that they were voting for a principle-feel over the spectacle presented in the effort to secure the consent of Mr. Herbert Hoover to permit his name to go on the ticket for the nomination for president as a Democrat and

So far as we have heard, the only time Mr. Hoover described Public Discussion his party affiliation was when he told the newspapers, upon his return from England, that he was a "liberal," which he had a right to be, as a citizen of that country, with a residence, as shown by "Who's Who," or rather "Homes," at "65 Addison road, London, W., England, and Palo Alto, Cal.

But we are not criticizing Mr. Hoover because his pro-fession, in which he has made such a marked success, has taken him out of his native country for many years. He had a right to go where his profession carried him and where the rewards were largest for his service. In fact we are not criticizing Mr. Hoover at all. He does not come in for criticism. The man in private life who says nothing is to be commended, and the man in public life who says little ought to be called blessed.

If Mr. Hoover has not decided whether he is a Democrat or a Republican, or if he has decided that he is neither, that, in the

a Republican, or if he has decided that he is neither, that, in the vernacular, is "his business."

The complaint we make and the criticism we have to offer is of the political parties that are so insistent that he declare himself a member of one or the other. They ask only a sort of lip service and permission for the party to use his name to give it prestige and respectability.

Is it possible?

In the writer's opinion, it is not possible if the street railway remains a private corporation and is operation as low over-capitalized, the fact is that it has certain fixed charges to meet. The principal fixed charges to meet. The principal fixed charges are taxes, interest on bonded indebtedness, depreciation and insurance. To stay out of the hands of receivers it was absolutely essential that the corporation care from its not possible if the street railway remains a private corporation and is operated for profit. Regardless of whether the corporation is now over-capitalized, the fact is that it has certain fixed charges to meet. The principal fixed charges to meet.

Mr. Hoover said he would support the party that indersed the league of nations. We take it that both parties will indorse it, and both will favor reservations.

Those who would nominate Mr. Hoover as the Democratic candidate for president have not thought to inquire what his views are on the tariff question. The Republican party is "in the fullest sense for the policy of tariff protection to American industries."

Perhaps it would be enlightening as well as interesting to Republican party in its platform in 1916 said: "We denounce the indefensible methods of interference employed by this administration in the internal affairs of Mexico, and refer with shame to its failure to discharge the duty of this country as next friend to Mexico, its duty to other powers which have relied upon us as such friend, and its duty to our citizens in Mexico, in permitting such friend, and its duty to our citizens in Mexico, in permitting walking the shorter distances and the the continuation of such conditions, first by failure to act promptly and firmly, and, second, by lending its influence to the continuation of such conditions through recognition of one of the factions responsible for these outrages.

"Intervention," said the Democratic platform of the same year "implying as it does military subjugation, is revolting to the people of the United States, notwithstanding the provocation to that course has been great and should be resorted to, if at all, only as a last recourse.

Mexico has been guided in her attitude toward the United States by the Democratic platform, and the government of the United States has lived up to the Democratic policy expressed in

What are Mr. Hoover's ideas as to the future policy necessary for the protection of American lives and American property in Mexico?

What are Mr. Hoover's views on the question of railroad control?

There are innumerable issues impending of vital and immediate concern, of importance equal to the league of nations, great [as it is, and as great a part as it will have in the future policy of the nation.

It is these things—the policies and traditions of the parties that party men are concerned over and would retain. Parties nursi stand for something if they are to endure. If they have cease I to a be representative then it is time to create a new parts. That there

stand for something if they are to endure. If they have cereased to be representative then it is time to create a new party. That is time to create a new party and the fact that attempt to baunch once.

The necessity for a new party will come when the oil parties cut the cloth to fit the candidate.

That people are willing to make restitution in sums of bids in substantial to the control of th

Movie of a Street Snow Shoveler-By Briggs

UPON LIFE

GENERAL

Conveight, 1920, by the Tribune Association (New York Tribune).









PICKS UP SHOVEL AND REFLECTS UPON ITS

COMPARATIVE UTILITY-

COST ETC ETC

Cournell N. Y. Tribune los

To The News Scimitar:

Since Mayor Paine has locked horns with the local traction company and says he will fight to a finish to prevent the imposition of a 7-cent fare upon its patrons, we are likely to have some lively scrapping before the matter is definitely settled. In taking his position the mayor will be sustained by 99 per cent of the traveling public, and if the matter is submitted to a vote the raise in fare would be overwhelmingly defeated. The 5-cent fare is popular and if it is possible to secure it, a return should be made to it. But is it possible?

In the writer's opinion, it is not possible. says he will fight to a finish to pre-

was absolutely essential that the corporation carn from its operations an income sufficiently large to enable it to meet its fixed charges. This is true not only of a street railway company but of any corporation. If every private corporation in this city had been forced to sell its goods at the prices prevailing in 1914, regardless of the advisors in prices and assistance of the sell in the prices of the sell its goods at ance in prices, not a single one of nem would have escaped a receiver-hip and most of them would have been The simple fact is that the street

and materials. Take steel rails, copper wire coal, for examples. These have doubled, even trebled in price. A new car costs three times the 1914 price. Motorimen and conductors, shopmen and all other classes of labor are getting much larger waxes than in 1914. I would like to sek Mayor Faine or any other business man how he would like to operate a business in which the returns were fixed but in which the costs of operation were constantly and continuously increasing.

The street railway is un against just such an economic problem. It must

caused me to completely change my views. The government never touched a trivate enterprise of any kind during the war, but the service of that enterprise deteriorated and the cost of it increased. Efficiency, economy and service did not begin to compare with that of private ownership and the reason is obvious. A different kind of brain power was in charge. Theoretically, public ownership has many advantages. In actual practice they fall to materi-In actual practice they fall to materi-If the city administration wishes to

help in solving the street car problem, let it first show evidence of good faith by offering to remit the local taxes on that corporation, and to that extent help to reduce its fixed charges.

Yours truly,

THE HASKIN LETTER THE OIL CRISIS

BY FREDERIC J. HASKIN.

the lactors which contribute to its production indidistribution. This is prote of gasoline went up because the price of gasoline went up because of of gasoline went up the product it is the most reflued to gasoline went up the product it is the most reflued to a fall fuels. The proposal that had the price of gasoline went up the product it is the most reflued to a fall fuels. The proposal that the price of gasoline went to the price of gasoline went that the price of gasoline went that

help in solving the street car problem, let it first show evidence of good faith by offering to remit the local ataxes on that corporation, and to that extent help to reduce its fixed charges.

Yours truly.

H. H. MANGUM.

THE QUESTION OF MILK.

The Department of the consumer was required to pay and down the spines of those investors and the consumer was required to pay and down the spines of those investors and the consumer was required to pay and down the spines of those investors and the consumer was required to pay and down the spines of those investors and the consumer was required to pay and down the spines of those investors and the consumer was required to pay and down the spines of those investors and the consumer was required to pay and down the spines of those investors and the consumer was required to pay and down the spines of those investors and the consumer was required to pay and down the spines of those investors and the consumer was required to pay and down the spines of those investors and down the spines of those investors. The continuance of their industries. The continuance of their industries and down the spines of those investors and down th

TUESDAY, MARCH 2, 1920.

Tuesday, march and for the country is too much bigger and the country of the service of the world's new particle. The season special for the country of the count

GOT EM ALL

Mrs. Jones rushed into her neighbor, and, hot and agitated, asked if sh-might use the telephone. what's the matter" asked the of \$23,000,000 for aeronautical development. The united States spent more than a billion dollars on aircraft during the war and trained more than a What's wrone with him?"

cal dictionary, and he's just begun THE RESIDEN

you is doing twice as much work?"
Glaucing down at the diminutive
Jenkles, the giant replied:
"And why shouldn't he?" Ain't he
nearer to it?"

AS SMALL AS POSSIBLE.

Shoe Salesman-Pow does that feel? Lady Customer-Try a size smaller I

Daily Editorial Digest

THIS column is designed to reproduce without bias the latest comment by the leading newspapers and periodicals on the questions of the day.

Dry Ships on a Wet Ocean.

Dry Ships on a Wet Ocean.

The war made the United States almost the leading rhipping nation of the world—second only to Great Britain. We not only acquired some of the finest German passenger liners, but our ship-yards turned out it wast tonnage. Now comes the question of a peace-time shipping policy. Shall the government own and operate our merchant marine, and if not, can we be sure that private American interests will do it?

"So far as passenger traffic is concerned," says the Johnston Democrat (Dem.), "prohibition has legislated a government owned and operated merchant marine off the ocean.

Congress has not yet acquired the power to make the sea dry, and people who travel to and from Europe are certain to s-leet ships that suit them and provide the kind of accommodations they prefer." The German ships, especially, are presenter.

provide the kind of accommodations they prefer." The German ships, especially, are rassenger carriers, and as the Indianapolis News (Ind. Rep.) points out, the shipping board" has found it to be practically impossible to operate passenger liners under-prohibition and in competition with ships that cater to thirsty passengers."

senger liners under-prohibition and in competition with ships that cater to thirsty passengers."

Yet many believe that the government should retain these vessels and operate them, some fearing that otherwise they will pass to foreign registry. "President Wilson on many occasions advocated a government-owned merchant marine," the Sacramento Bee (Ind.) reminds us, "and today the president has the chance to bring such a fleet into existence. With those 20 (German) steamers the United States would possess a fleet of merchant steamers second to none, with which she might bring into being the long-cherished dream of a merchant marine capable of competing for world trade." The Pittsburgh Press (Ind.) notes that "four English-owned liners are now being used to carry United States maits to Europe under a contract that costs the American taxpayer a large sum every year," and asks "why doesn't the United States hold on to these big, fast and magnificent German liners and carry its own mail with them, instead of paying letter-carrying charges to a British corporation? The Portland Oregonian (Ind. Rep.) favors retaining the vesseis for a period of years "to be operating companies on commission, and as these routes become profitable, sell them to companies which would continue the lines."

them to companies which would continue the lines."

But others oppose any continuance of government ownership or "nationalization," "The seas are free," says the New York World (Dem.), and "no government would hope to succeed industrially under such conditions of wide open competition. It would be throwing away public money in great volume from the start." "The mind qualis," adds the New York Herald (Ind.) before the orgy of extravagance, wastefulness and incompetence that direct government operation would involve," and the Newport News Record (Ind.) thinks "the American people are anxious to see the government get out of the shipping business as soon as possible."

nounced as a "British-Wall street syndicate," declaring that such a sale would amount to a transfer to British control, and that furthermore the bid was far below the actual value of the ships. "These 30 vessels," declare the Worcester Gazette (Ind.) "are said to have had a pre-war value of \$154.600, 000, and to be worth \$200.000.000 on present shipping valuations." Yet the best offer obtainable, it appears is \$18, 000,000 under the restrictions laid down by the shipping board. Still, as the Sait Lake Tribune (Rep.) points out, "extensive repairs are said to be needed," and the New York Times (Ind. Dem.) adds inat we should have to spend \$75,000,000 in putting the German

ited extent, if at all, that private of ers will operate ships under the An can flag so long as they have to n the competition of ships which h back of them the United States tre try to make good losses," reasons San Francisco Chronicie (Ind.)

The New York Journal of Comme (Ind.) however, has studied the sit tion and believes that the restrict of the shipping board, that the ves must fly the American flag, etc., of "doubtful wisdom." For no Antican corporation, this authority belie "would pay more than a fraction of cost" of the ships, and it goes on say:

"The most profitable thing to be do and the most satisfactory in final effectivity be to dispose of these German visels at the best price obtainable in world market, and be rid of that fact in a puzzling problem."

With this view the New York E ning Post (Ind.) disagrees, saying:

"The government's policy must be rected toward the development of actional brains and money in the shipp husiners. Such a result can be achied by selling the ships from time to that a fair going price on easy terms?

Propaganda Works Both Ways L. C. A. K. Martens, self-style soviet ambassador to the Units States," has made himself "solid" will certain business men in this country it the expediture of several millions Russia's money here. This, the bus ness men maintain, proves that Bolst evist Russia is preparing to open temmercial relations with this country. A warning comes from abroad the business dealings of the Bolshevis are merely a cloak to cover their plan for world revolution. Under the gui of business, it is warned, they plan spread their propaganda and beri about a strong leaning toward sovi principles.

The warning may be based on feet.

about a strong leaning toward soviet principles.

The warning may be based on facts. But we are inclined to believe that encouragement of Russian business at this time is a good policy. Martens may not be sincere in his dealings with America. But it surely would be safe to give him the benefit of the doubt and work toward comparation relations with worked both ways. Democracy ca preach real freedom in Russia, offset ting any doctrine of Bolshavism tha Russia may introduce without to country.—Quitey Journal (Ind. Dem.)

Voluntary Daylight Saving.

Now that the daylight saving period is again approaching, a happy thought has occured to Mr. Louis F. Swift, of Chicago. Instead of trying to club congress and the embattled farmers into turning the clocks ahead at the end of March. Mr. Swift says why not start work an hour earlier in the morning in the factories and quit an hour earlier in the afternoon?

It's funny that this seemingly had not

PUNGENT PARAGRAPHS.

? The Question Box

Q. Who was the youngest president ever inaugurated? B. H.
A. Theodore Roosevelt was only 42 cort for the settlement of industry that is not a control of the lighest office in the land Grant, and established before the French response to the control of the settlement of industry that is the lighest office in the land Grant, and established before the French response to the control of the contro

Q. How long did it take Lincoln to deliver his famous Gettysburg speech? R. C. S. A. Lincoln occupied about five min-utes in reading his great oration. It was received without applause, proba-bly because the hearers were too moved for demonstration. Mistaking the silence Lincoln said to a companion: "I have

for demonstration. Mistaking the silence Lincoln said to a companion: "I have failed again." Edward Everett, the renowned orator, also spoke at the dedication exercises at Gettysburg, his speech lasting two hours. He was spiendidly received, but what he said was goon forgotten.

Q How much unmined coal is there in the United States and Alaska?

A. The combined coal reserve of this country and Alaska is 4."31.000,000,000 toos is anthracte, and 2.155.000,000 000 toos is abbituminous, and 2.054.000,000,000 is sub-bituminous and lighte. This is about one-half of the total coal reserve of the whole world.

Q How does the volume of Canada's Q How does the volume of Canada's

A. Last year Canada's foreign trade amounted to approximately \$1,150,000,-000, while that of the United States reached the high mark of \$10,320,050,-839. Q. Is England spending much mone; for aeronautical furposes? R. D. A. Senator New, of Indiana, said re-cently in the senate that I. gland fo

Q. Is the head of the Sphinx that of a man or a woman? C. N.
A. It is believed to be the head of a woman. The body is that of a lion, with wines of a bird and the tail of a servent.

Q What is the most powerful of all olors?
A lied is the most powerful color, and has the most stimulating and ex-Two "Torm is " one a clant and the there a dwarf, were directing trembles in N C O cames along to see how is work was progressing, and noticed at the other. So he had not not see that the other is not seen that the cardinal number of them was doing more work an the other. So he had not not seen that the cardinal number of them was doing more work and the other. c. V'hat are the cardinal numbers beyond thousands? G. A. C. A. These in general use are: Milions billions, trillions, quadrillions, quintillions, sextillions septillions, octilions, nonillions and decillions.

having been the youngest man to hold the highest office in the land Grant, who was 46 when he took office, was the next youngest man. William Henry Harrison was the o'dest man to take office. He was 68 when mangurated Washington was 57 years of age when he became the first president of the new republic.

Q. What are the warm and cold ors?

Q. How is the date of Easter

mined?

A. Faster day is the first Su after the paschal full moon—the moon which happens upon, or follo March 21, which is conside, ed the ginning of the ecclesiastical year, year Easter will fall on April 4. Q. Has the Hudson Bay railroad ompleted? S. R. A. The Hudson Bay railroad is

construction was retarded. This road is generally regarded as completely desirable, in that it will transportation by providing a droute between wheat plains of the of Canada and Fort Nelson, on Hubbar.

his country is believed to have dace at Hartford, Conn., June 14

nonillions and decillions.

Q. How did Canada get its name?

A. The name of Canada is due to a mistake. Canada was the native Indian word for village. When the French explorers first salled up the St. Lawrence, they pointed to the land and asked its name. The natives who accompanied them misunderstood. They thought the explorers were asking about a group of wigwams on the shore, and they replied Canada—meaning village.

Q. When was industrial arbitration